

CHICAGO PLANS

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We are assembled in the heart of the second largest metropolitan area in the United States. It comprises a population of approximately 4,700,000, more than 3,400,000 people living in Chicago proper. May I tell you a few things about Chicago?

Chicago's 3,400,000 people occupy approximately 1,000,000 dwelling units within a corporate area of 212 square miles. About 30 per cent of the families live in apartments and another 26 per cent in flat buildings housing two, three, and four families. In the average community within Chicago, one-half of the residential structures are single-family homes; the median rental as of 1939 was \$34; and 96 per cent of the structures are in good state of repair. There is, of course, considerable variance from the average. For example, in one community, only one-fifth of the residential structures are of the single-family type; the median rental was only \$17; and only 70 per cent of the structures were in fair condition. (All figures refer to conditions prior to the war).

According to the U. S. Census of 1940, only 13 per cent of Chicago families earned more than \$3,000 annually, and 52 per cent earned less than \$1,500 annually. Of all the Chicago families, only 17 per cent occupied dwelling units renting over \$50 a month or of equivalent rental value, and 21 per cent paid less than \$20 per month.

This is not an exercise in statistical gymnastics but merely an indication of a few of the basic facts which planners and public officials must take into consideration in preparing plans for the future. Master Plans must originate with facts about people—how they think, what they want, and where they live. The plans must recognize the needs of the people, now and in the future; and all proposals must be within the realm of ability to pay. Grandiose plans have their place in idealism but they are seldom realized. Planning today pursues an economic approach—not a city beautiful program alone.

"What is a Master Plan?" some may ask. It is a good question, one which might be answered in several different ways. To be sure, a Master Plan is not an artist's drawing or a large wall map upon which have been designated all the locations for improvements to be undertaken over an indefinite period of time. The best answer that I can give is that a Master Plan for an American City of Tomorrow is an integrated series of studies and conclusions on every phase of community activity—housing, health, sanitation, railroads, local transit, airports, highways, parking terminals, traffic control, schools, playgrounds, industry, commerce, police and fire protection, and every other major aspect of the urban structure.

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affecting the welfare of public and private interests. Each phase of planning activity must come within the legal limitations set by the laws of the State and must definitely recognize the financial capacity of the community.

The principal objective of the Master Plan of Chicago is the creation of a better city in which to live and work. The plans must be directed toward more economical city operation, which will come about ultimately from a more balanced community. The Master Plan attempts to coordinate public and private improvements that are proposed from day to day. And, during wartime, the Master Plan should provide the framework within which a program of post-war development can best be evolved.

In 1920 Chicago had a total assessed valuation of about \$2,330,000,000. In 1930 the assessed valuation had increased to \$7,750,000,000, but in 1940 it had dropped to \$4,700,000,000. Such wide fluctuations in the tax base from decade to decade have caused serious changes in the financial income of the city and greatly have affected the bonded indebtedness upon which cities have depended for large capital improvement expenditures. Taxes and assessments, therefore, constitute a vital phase, calling for considerable study in the Master Plan program.

Zoning and health regulations, building codes, and sub-division control are all administrative matters falling under the police power of the community. It is through these controls that plans and improvements in the community are effected. The legal framework of the Master Plan therefore must be carefully couched in terms that will bring the desired results and yet be flexible enough to permit new developments of an advanced type—as, for example, new building materials or improved methods of streets and building arrangements.

A Master Plan, in short, is an expression of the philosophy of a city's people. It is a concrete indication of public consciousness of each citizen's responsibility to another and of the direction which mutual efforts toward improvements should pursue. It is presented in the form of a comprehensive program which recognizes and coordinates all community activities for mutual betterment of the people.

Obviously, a Plan Commission and its staff cannot possibly be so wise or so able as to originate the solution of all of the problems involved in a wide and varied city planning program. It must depend upon many established sources to supply information and helpful suggestions. It must have the collaboration of the agencies of local governments responsible for developments of a public nature; it must have the cooperation of leading citizens and civic groups. The Chicago Plan Commission has been indeed fortunate in having the support and collaboration of almost every agency and group to which it has turned for assistance.

The administrative officials of the city, recognizing the vast amount of work entailed in reshaping the city's structure and in directing its orderly growth, have yearly allocated funds to the Plan

Commission, so that it might employ a staff of technicians specially trained in city planning work and in related fields. If I may make an analogy, a plan commission and its staff function very similarly to the research laboratory of a large industry. The scientists, engineers, and chemists are given certain problems to solve so that the industry which they serve will continue to prosper and keep pace with its competitors. Experiments are conducted, materials are tested, new ideas are created, all for one purpose—progress and greater earning power of the industry. The conclusions reached in the laboratory may not always be right, as the market may prove when the product is introduced. The management may decide that certain creations from the laboratory are in advance of the existing market; or that the public is not ready to accept the products from the standpoint of quantity buying. Usually, the laboratory's findings, however, contribute notably toward the better functioning of the institution.

The office of a plan commission is very similar in character; it is a laboratory wherein the municipality is put under the microscope and studied in every detail. From high in the air, the city with its streets, parks, rivers, railroads, and houses, looks like a large piece of fabric. Unfortunately, much of Chicago's municipal fabric, like that of most other cities, has been badly woven and if we look closely, we can see that there are some large worn spots. In the planning laboratory, as in the industrial laboratory, many research studies are conducted and ideas are examined. Many suggestions are received from individuals and groups who have taken time to think about their city—and each proposal must be given consideration. From the research and studies come plans—comprehensive plans that reach a generation or more into the future, as well as plans that call for immediate action. The various proposals of the Commission are examined by the public and by the administrative officials. Some of the plans are fruitless because of lack of funds or because conditions may have changed; others are accepted and steps are taken to evolve the general over-all plan into projected realities.

Burnham Plan—1909

Chicago has a rich heritage in city planning. The original planning program, sponsored by the Commercial Club of Chicago, produced the well-known Burnham Plan in 1909, and from that time on great public improvements were laid out in accordance with the plan. Unfortunately, efforts under private enterprise were not coordinated and there was little thought about planning in terms of neighborhood character or community environment. The city simply grew, pyramiding upon a great wave of land speculation and expanding economy. There was no doubt in anyone's mind that Chicago would continue to grow. Even as late as 1922 civic leaders were predicting a population of 13,500,000 people by 1960. The first

zoning laws, passed in 1923, made extremely liberal provisions for future growth. If Chicago had been built up to the limits allowed by its zoning law of 1923, it could have housed almost 77,000,000 persons within its city limits. The belief that the city's future growth would be almost unlimited was rudely shattered by the stock market crash in 1929 and by the ensuing depression.

(Lights Out)

The permanent values of the early years of planning are in evidence throughout many sections of Chicago. May I show you some of the views of early conditions and some of the improvements that followed.

- (1) PICTURE. *Lake Front Looking North from Park Row.*
The lake shore adjoined the Illinois Central railroad tracks near Michigan Avenue.
- (2) PICTURE. *Grant Park and Lake Front—1943.*
The lake was filled in and extended almost one-half mile outward over a period of years. The Buckingham Memorial Fountain is the center of the Grant park development.
- (3) PICTURE. *Lake Shore Drive.*
In the early development of Michigan Avenue to the north, great, new mansions were constructed by the prospering merchants of a rapidly growing young city, among them, the imposing Potter Palmer mansion.
- (4) PICTURE. *North Michigan Avenue Before Widening.*
A narrow busy street without an outlet across the river.
- (5) PICTURE. *Michigan Avenue Bridge.*
The bridging of the Chicago River in 1920 proved to be a valuable project, as it opened a great new territory for development along the lake.
- (6) PICTURE. *Michigan Avenue.*
Michigan Avenue today: one of the world's famed thoroughfares.
- (7) PICTURE. *River View of Buildings Bordering Old South Water Street (now Wacker Drive).*
Rows of wholesale market houses between the river and a narrow congested street.
- (8) PICTURE. *Wacker Drive, September 1943.*
A wide, double-decked roadway skirting the Loop district. Constructed at a cost of \$22,000,000. Wacker Drive is destined to play an even greater part in the future scheme of expressways for handling Chicago traffic.
- (9) PICTURE. *Wacker Drive from Mather Tower.*
Wacker Drive is an important distributor street.
- (10) PICTURE. *LaSalle Street Looking North at Erie.*
A major improvement completed in 1930.

- (11) PICTURE. *LaSalle Street from Board of Trade Building.*
- (12) PICTURE. *Outer Drive (South).*
The lake front development is an outstanding accomplishment. It constitutes 22 miles of lake front park and outer Drive.
- (13) PICTURE. *Old Union Station—1925.*
- (14) PICTURE. *New Union Station.*

Courage and vision were exhibited in the plans of the pioneer leaders of Chicago. Let us look at pictures of some of the major improvements that were carried out in accordance with the plans of those early days.

Economic Background of Chicago

- (15) PICTURE. *Building the Drainage Canal.*

The digging of a canal 100 miles long, connecting the Great Lakes and the Mississippi Valley River System, made Chicago the commercial center of the surrounding region—thanks to the sweat of Irish labor. Chicago, however, was not content to be merely a canal town and the trading center of a local region.

- (16) PICTURE. *Clearing Yards—September 1943.*

The plans of Chicago's leaders called for making Chicago the railroad hub of the continent, and in four short years, from 1850-1854, it came to pass. The Clearing Yards, here displayed, are typical of many railroad facilities offered in Chicago today.

- (17) PICTURE. *Proviso Yards—September 1943.*

A national network was created which had Chicago as its focus, and today these busy railroads are doing a marvelous job toward winning the war—moving raw products to the great steel mills and war industries, and moving the finished war implements to the coasts for shipment to the many war fronts.

- (18) PICTURE. *Entire Block of Buildings on Lake Street Between Clark and LaSalle Streets Being Raised 4 Feet—1857.*

Not being satisfied with the railroad accomplishment, Chicago next proceeded to raise itself by its own bootstraps. The mud in the downtown streets in which wagons sank up to their axles was eliminated by raising the height of the entire downtown area 4 to 7 feet at one time.

- (19) PICTURE. *Tremont Hotel.*

Using 5,000 jacks, George Pullman raised the Tremont Hotel without disturbing the occupants.

- (20) PICTURE. *Union Stockyards—1865.*

Chicago then determined to be not merely the trading cen-

ter of the prairie world but the chief manufacturing center. McCormick started to fabricate reapers and other harvesting machinery. The first stockyards were in operation before 1865. It was the food that Chicago sent east and south to the Union army that was the decisive factor which turned the tide in favor of the North.

- (21) PICTURE. *Stockyards—September 1943.*

Today Chicago is famous for its stockyards—again supplying the armies of the United Nations.

With the advantages afforded by the web of railroads and a host of manufacturing establishments, Chicago grew amazingly after 1865. Tunnels were dug under the river for street car service. Cribs for water supply were built in the lake. Hundreds of large business buildings were erected.

- (22) PICTURE. *Grand Boulevard.*

Then a group of Chicago citizens had another grand conception—the creation of a belt of parks and boulevards to encircle the city. The conception became a reality in the short space of two years from 1867 to 1869. Chicago had indeed become a city of prominence.

- (23) PICTURE. *Chicago Fire—1871.*

Then in a single night, the entire central business district and the north side of Chicago were wiped out by fire—started, it is said, in the stable of the now-famous O'Leary cow. Chicago's rivals confidently thought that it was a blow from which the city would never recover. In a miracle year of rebuilding—1872—however, Chicago rebuilt its entire downtown area on a grander scale than before. It sprang Phoenix-like from the ashes. Having thus re-created itself according to the best standards of the time, Chicago might have been satisfied.

- (24) PICTURE. *First Steel Skyscraper—LaSalle and Madison Streets—Tacoma Building.*

But no, in 1884, the first steel skyscraper was invented and constructed here, and the modern office building was born.

The moral of this discourse on the spirit of Chicago is that the city has never been content to stay in a rut. It has always worked out its own destinies. It has made great plans and carried them out with great energy. Chicago has always been ready to devise new plans when a crisis demanded it.

For over a hundred years, Chicago has been planning and doing big things. Today, Chicago is once more making big plans for its future—for the days and years ahead of us when once again peace will prevail over the world and our soldiers will have returned to their homes and to their civilian jobs. Those of us who have remained at home are charged with the responsibility of being prepared for that future.

(25) PICTURE. *Economic Background Map.*

Chicago has great opportunities in the post-war world. It can continue to be a great industrial city and it can become a finer city in which to live. Because Chicago exists chiefly by reason of being a concentrated assembly point for fabrication and distribution of goods to a broad, tributary area, it is necessary, in devising a Master Plan that will guide Chicago's future growth, that we consider the city's economic background. The economic base of Chicago is supported by such a myriad of forces that it cannot suddenly collapse as can the economic support of a single-industry town or a mining town. The economic foundation of Chicago, however, may be weakened by the pulling out of old established firms or by the decline of population and purchasing power of its trade area. It may be strengthened, on the other hand, by the influx of new industries and by similar revitalizing forces.

A certain percentage of industries and trading establishments are more or less firmly anchored to Chicago, but there is a group on the margin that may either stay or leave, whereas other firms may likewise be making a choice between coming to Chicago or locating in other cities.

The fundamental role of the economic background study in the making of the Master Plan has been recognized by the Chicago Plan Commission. The first studies published by the newly-constituted Commission were directed to the problem of estimating the city's future population which would be supported by the employment capacity of Chicago's potential industry and trade. With the relative importance of basic sources of employment in Chicago determined, the decks have been cleared for the fundamental task of analyzing the power of each basic source to provide increased employment in the future. That job is now being done at the Plan Commission with the collaboration of the Chicago Association of Commerce and the aid of local utility companies. The results thus far indicate that the prospects for employment in industry and trade, which are about equal in Chicago, are such that a population which will reach about 3,600,000 by 1965 will be adequately supported.

The analysis of the economic background of Chicago gives assurance that there is a solid foundation upon which we can build for the future. The city has a strong position as a great transportation hub and as the metropolis in the center of the nation's richest agricultural and mineral resources, two facts which warrant the reconstruction of the city's blighted areas, the building of modern new neighborhoods within its vacant fringe, and the redesigning of the entire existing city to make it more livable.

Industry(26) PICTURE. *New War Industries.*

Chicago has been fortunate in the number of large new



Chicago Plan Commission 1470 - 20 N. WACKER DRIVE, CHICAGO, ILL.

war industries located near the city's periphery. In almost every instance, the sites were selected in accordance with planning studies and are well situated for future manufacturing and for conversion from wartime to peacetime operation.

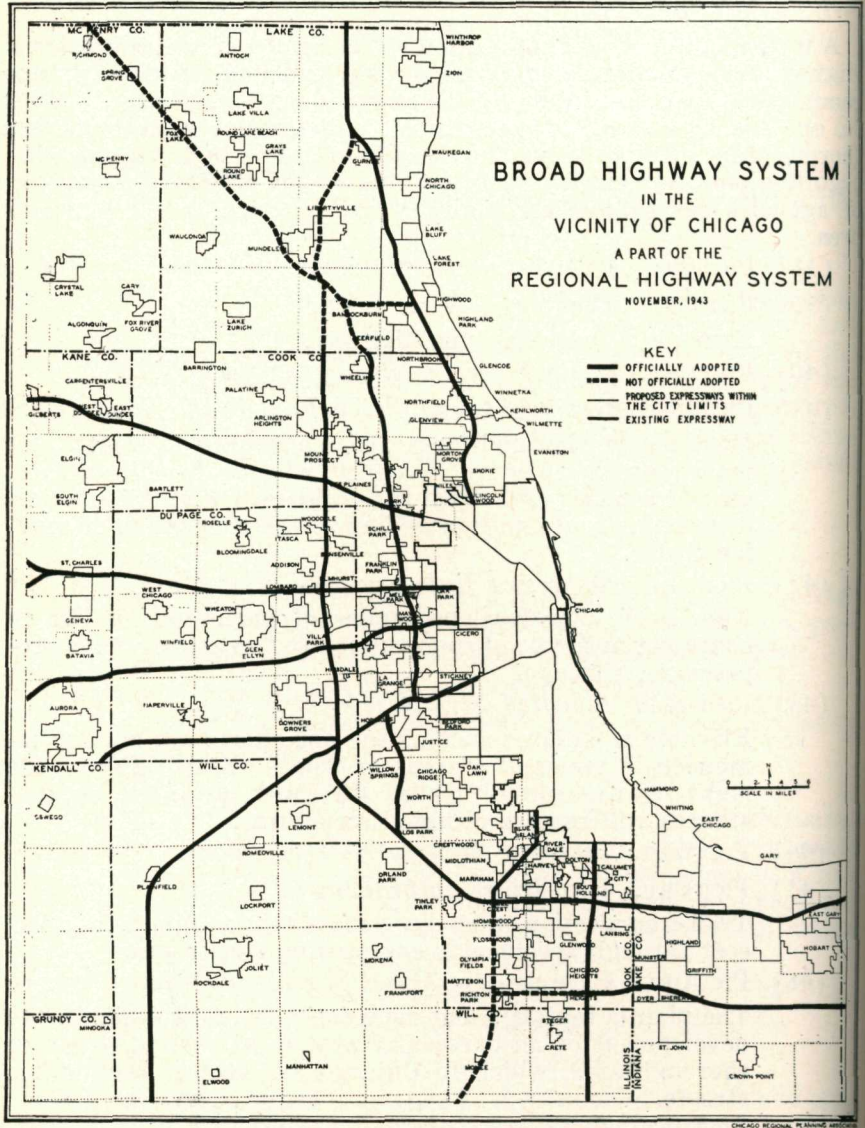
- (27) PICTURE. *Buick Plant.*
The Buick plant is of permanent construction, attractive in architectural appearance and well-situated with respect to labor supply.
- (28) PICTURE. *Illinois Steel.*
This steel mill is typical of one of the major industries that support the Chicago area.
- (29) PICTURE. *Central Manufacturing District.*
Planned manufacturing districts under private ownership have been in operation in Chicago for many years, and there is a trend toward more of such development. At the present time, prospective sites are being inspected for the development of a large additional manufacturing district. The Plan Commission has been asked to assist in the location of this industrial district, so that it will be coordinated with other phases of community activity.
- (30) PICTURE. *Central Manufacturing District (Small Plant).*
A typical, well-designed small industry of such a character that it could be located immediately adjacent to a good residential neighborhood without depreciating effect.
- (31) PICTURE. *Stockyards (Armour Company).*
The packing industry still continues to be one of Chicago's great industries.
- (32) PICTURE. *Calumet District—Lake Area.*
Lake Calumet in the south portion of the city is surrounded by large tracts of vacant land now unused. For years there have been plans proposed for the development of this large area into a port and industrial section. The proposed Great Lakes—St. Lawrence seaway may serve to create added interest in this area.
- (33) PICTURE. *Calumet District—Lake Area.*
Much land is available for large industrial sites.
- (34) PICTURE. *Calumet District—Plan B.*
A tentative proposal for the development of the lake area into port facilities and industrial sites.
- (35) PICTURE. *Calumet District—Plan C.*
An alternative plan including a small airport.
- (36) PICTURE. *Calumet District—Plan D.*
An alternative plan of water facilities.

- (37) PICTURE. *Calumet District—Perspective.*
A conception of the area as seen from the air.

Major Thoroughfares

A metropolitan area is integrated by its means of transportation. Highways and major streets provide the principal means of inter-community communication for commercial and passenger traffic. No one agency can undertake by itself to determine a metropolitan thoroughfare system. The Chicago Plan Commission and the Chicago Regional Association have coordinated the efforts of a number of agencies responsible for highway construction in the Chicago area.

- (38) PICTURE. *Expressways—Regional.*
- (39) PICTURE. *Parkway—New York.*
Example of regional-type highway.
- (40) PICTURE. *Major Streets—Chicago (Street Widths).*
- (41) PICTURE. *Devon Avenue. (No Free Traffic Lanes.)*
Most major thoroughfares are inadequate in width and inadequate in effective pavement width. In this picture, parked vehicles and street cars take up the entire breadth of pavement, a condition adding to the congestion of moving traffic.
- (42) PICTURE. *Depressed Expressways—New York.*
New York city developed miles of parkways similar in character and type of construction to the expressways proposed for Chicago.
- (43) PICTURE. *Elevated Structure—New York.*
Elevated structures such as the one shown are not recommended in residential areas or where acquisition of wide right-of-ways can be made. In some instances, circumstances will require elevated structures.
- (44) PICTURE. *Elevated Structure—New York.*
- (45) PICTURE. *East River Improvement.*
Traffic congestion must be removed—sometimes at great cost through spectacular engineering construction.
- (46) PICTURE. *Expressways (First Stage) and Major Streets.*
The plan is tentative but represents the first stage in the development of an expressway system as related to major thoroughfares, which in Chicago are largely section-line streets.
- (47) PICTURE. *Expressways (Cross Section).*
- (48) PICTURE. *Expressways—Ultimate Plan for Chicago.*
The long-range expressway plan will provide additional facilities to serve those sections of the city which are still growing.

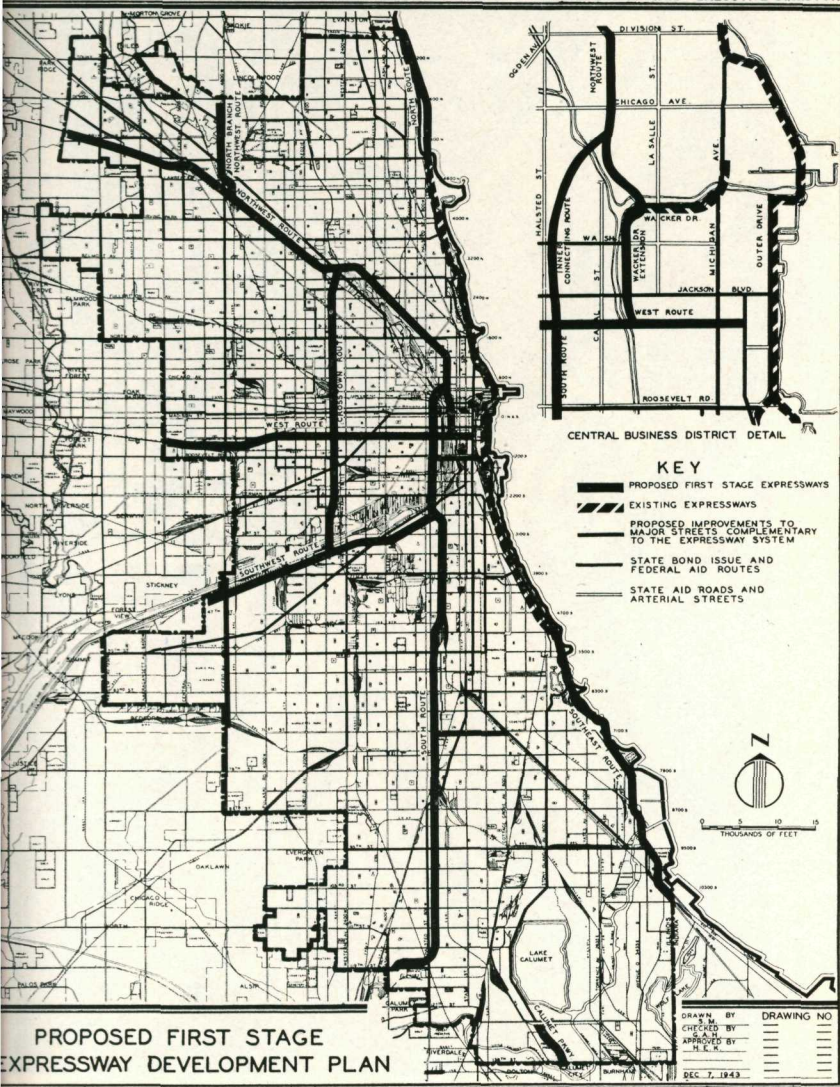


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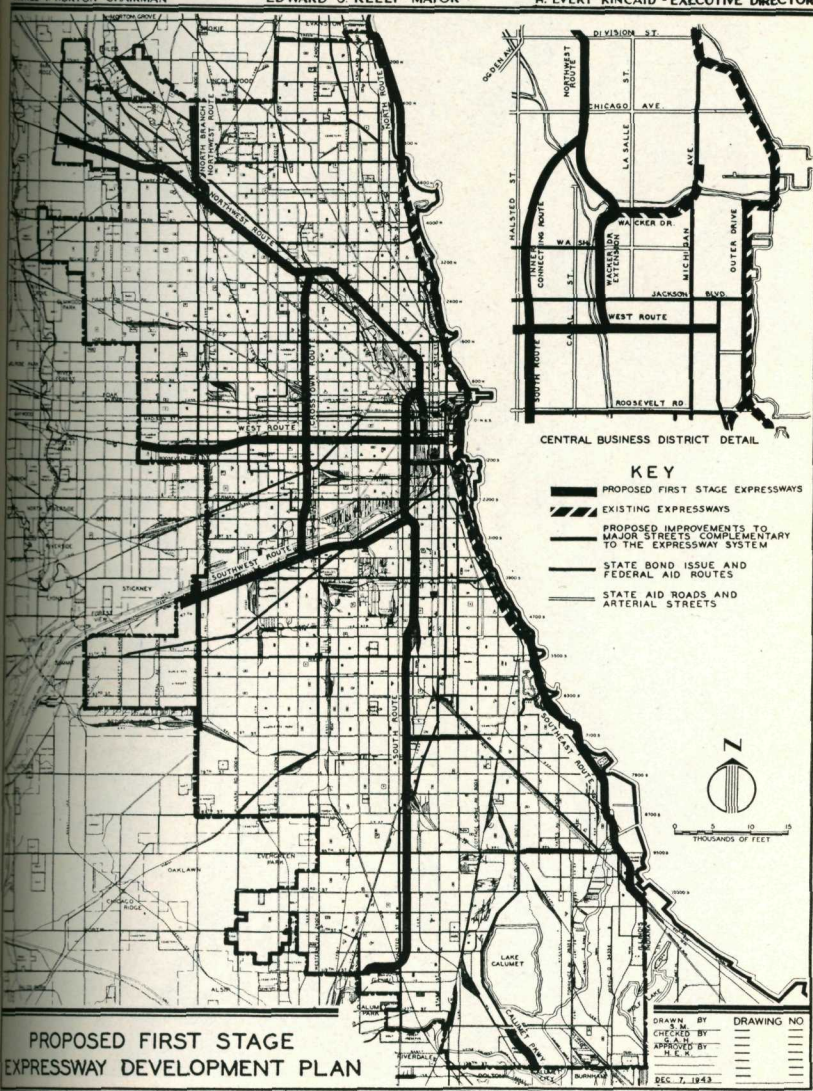


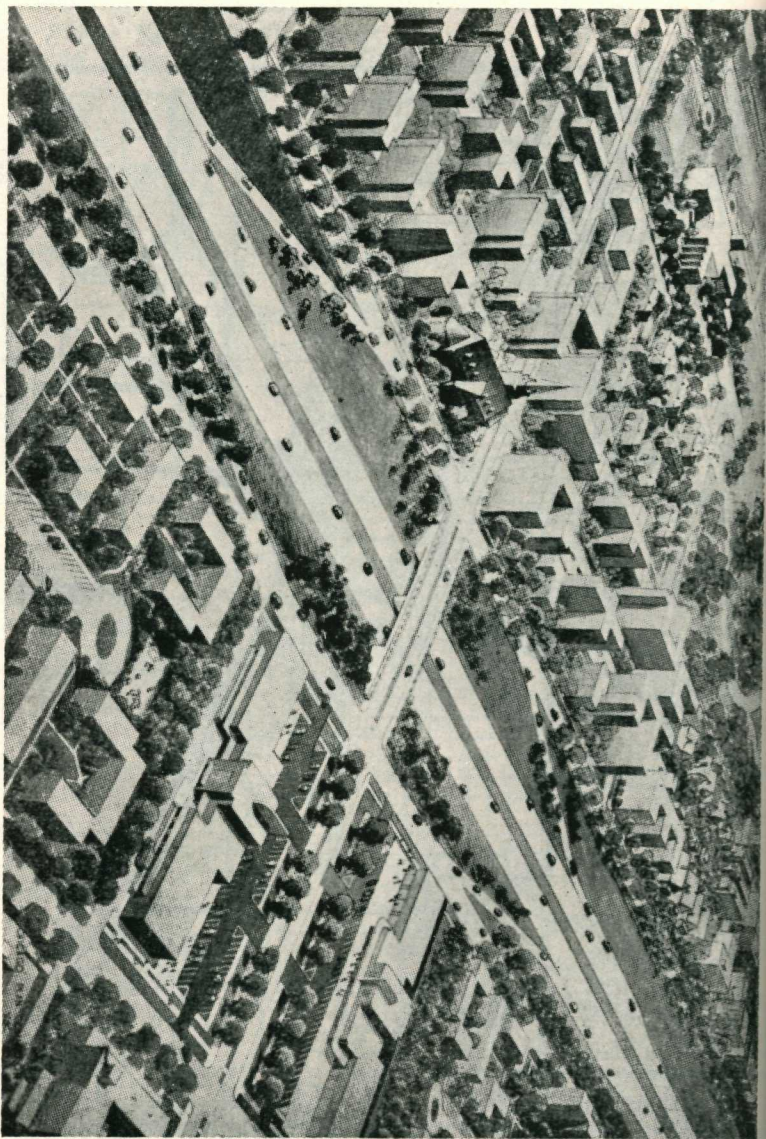
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TYPICAL EXPRESSWAY and intersection design, showing how such a traffic aid can develop community patterns, providing landscaped open spaces, by-passing long distance traffic, abating noise, confusion and pedestrian dangers.



PERSPECTIVE OF DIRECTIONAL EXPRESS HIGHWAY DIRECTIONAL INTERCHANGE.
In this type of interchange vehicles turn left to go left, in contrast to the cloverleaf interchange in which it is necessary to make a right turn to go left, a maneuver which causes confusion to some motorists.

(49) PICTURE. *Expressways—Perspective of Interchange.*

(50) PICTURE. *Outer Drive.*

The Outer Drive is Chicago's only existing parkway or expressway and is now carrying a heavy volume of traffic in spite of gas rationing.

Central Business District

(51) PICTURE. *Grant Park Parking Lot.*

The municipally owned and operated parking lot in Grant Park is the largest in the downtown section and can accommodate not over 4,000 cars. A system of expressways without adequate parking terminals would only congest traffic more than ever in the central business district, which is the major objective of over 800,000 people each day.

(52) PICTURE. *People Entering Central Business District.*

Over 178,000 automobiles enter the Central Business District each day, with more than 174,000 entering the "Loop" area. (As of 1941.)

(53) PICTURE. *State Street.*

Let us look at a few views of Chicago's central business district. The district is so well-established that every indication points to its continuing expansion and development into an even greater commercial center than ever.

- (54) PICTURE. *View Northwest from Board of Trade Bldg.*
- (55) PICTURE. *Buildings Demolished—1933-1940.*
127 structures were removed from the Loop area during a 7-year period, 1933-1940. Many of the sites were converted to open parking lots.
- (56) PICTURE. *Parking Lot.*
- (57) PICTURE. *Parking Garage.*
Some parking facilities are provided in multi-story garages. Present facilities will handle about 13,000 cars at any one time.
- (58) PICTURE. *2-Story Taxpayer.*
A number of sites from which old structures have been removed are now redeveloped with 2-story structures commonly called "taxpayers."
- (59) PICTURE. *Garage Taxpayer*
The "taxpayer" which replaced the old Great Northern Hotel.
- (60) PICTURE. *Map of Building Age and Height in the Loop.*
This map shows the location and age of remaining structures in the Loop area.
- (61) PICTURE. *Old Building—Washington and Dearborn Sts.*
In many buildings of this type, their usefulness is rapidly becoming questionable.
- (62) PICTURE. *Old Building—Madison and Franklin.*
A typical example of properties which are old and largely vacant.
- (63) PICTURE. *Old Building—Market and Madison Streets.*
Another view of old structures and vacant land in the central business district.
- (64) PICTURE. *Proposed Future Land Use.*
This tentatively proposed plan for the handling of traffic and parking is closely related to the future land use proposals which are being made a part of the Master Plan studies. As you will see, provision is made for large parking terminals adjacent to the expressways, which makes it possible for large numbers of automobile passengers to arrive at their destinations without congestion of local business streets. A large area has been indicated for a Civic Center, for which Chicago has a need. Other areas are proposed as future park sites to open up the congested Loop area. The helicopter field has been included as a part of the tentative plan.
- (65) PICTURE. *Street Trees—Rockefeller Center.*
- (66) PICTURE. *Rockefeller Center—Open Plaza.*
Trees placed in boxes provide an effective means of land-

- scaping where conditions do not permit planting in the natural soil. The trees in the plaza of Rockefeller Center present a pleasing appearance.
- (67) PICTURE. *Looking East Along Congress Street from the New Post Office.*
The first major expressway improvement contemplated for construction after the war is Congress Street, running west from the Outer Drive to the city's corporate limits. All properties within the proposed right-of-way from the Chicago River east to State Street have either been acquired or are in process of condemnation.
- (68) PICTURE. *Looking East—Congress Street Alignment.*
The replanning of this area will do away with many of the buildings shown in this picture. The extension of Wacker Drive and the development of a proposed Civic Center are being considered as part of the improvement.
- (69) PICTURE. *Looking West—Congress Street Alignment.*
- (70) PICTURE. *Airport—World Air Map.*
Chicago confidently expects to take the proper place in the future world of air transport that its unique geographic position and present air facilities warrant.
- (71) PICTURE. *Chicago Municipal Airport.*
At present the Chicago Municipal Airport is the best one in the country. Detailed studies are in progress for new facilities to keep pace with future air industry.

Residential Chicago

In view of the estimates of future urban population growth, not only for Chicago but for the entire nation, it is obvious that master plans for cities based on huge population increases will have to be radically altered. It is neither necessary nor desirable to plan for huge vertical or lateral expansions of our central business areas. Nor is it wise to plan for enormous expansions of subdivisions on the edge of the city on the old neighborhood models. The planners must not only cut their cloth to fit a slower growing city, but they must use cloth of a different texture. The cloth must be of closer rib and of stronger thread. The ills of the blighted areas will not be cured by the expansion of the central business and factory districts; nor will the slums environing the Loop be eradicated by the construction of tall office and apartment buildings.

Chicago now has 22½ square miles of blighted and nearblighted property surrounding the central section of the city. This section is an ever-widening welter of dilapidated structures and tax delinquent properties.

- (72) PICTURE. *Planning Areas—1942.*
- (73) PICTURE. *Blighted Property on 31st and Dearborn Sts.*
Because land of this character is owned by thousands of separate individuals or corporations, it is difficult for any-

one to reassemble enough property to clear away the dilapidated structure and to start a new cycle of growth.

(74) PICTURE. *Blighted Property—29th and Federal.*

In the blighted areas there are 242,000 dwelling units that are mainly in old and dilapidated structures; in the conservation planning areas there are 108,000 dwelling units in buildings more than 50 years old.

(75) PICTURE. *In a Blighted Area—15th Place and South Halsted.*

I think that there will be few people who will not say that all of such super-annuated homes, 350,000 in number, should be cleared away within the next 25 years.

(76) PICTURE. *Near Blight—3200 Union Street.*

Let us look at examples of other types of planning areas as they exist today:

(77) PICTURE. *Conservation Area—Apartments at Kenwood and Hyde Park Boulevard.*

Over one half of the families in Chicago live in dwellings located within "conservative areas," a designation which indicates that most of the structures should remain useful for at least another generation.

(78) PICTURE. *Conservation Area—Typical 2-Flats.*

Thousands of such two-flat structures were built during the 20's.

(79) PICTURE. *Conservation—Bungalows.*

Block after block of brick bungalows built on 30-foot lots are also typical in conservation areas.

(80) PICTURE. *Stable Development—6900 Chappel Ave.*

A neighborhood, south of Jackson Park between 67th and 71st streets, which has retained its desirability and maintained stable values.

(81) PICTURE. *Arrested Development—57th and Pulaski.*

Many of the outlying areas near the periphery of the city have experienced little new growth in recent years. Only a small proportion of the lots has been built upon since the subdivision here shown was first created.

(82) PICTURE. *Progressive Development—52nd and Major.*

Some of the outlying areas, better located with respect to transportation, employment, and other community amenities, have experienced continued new growth throughout the years.

(83) PICTURE. *New Growth—102nd and Yates.*

The new war housing such as here illustrated has provided new character in areas long subdivided but not built upon.

(84) PICTURE. *New Growth—Jeffery Manor.*

Jeffery Manor is the nucleus of what promises to be a large thriving community well located to serve industrial workers in the Calumet area.

Residential Development

The transportation lines of a city create the pattern of the residential communities and neighborhoods.

(85) PICTURE. *Pattern of Residential Rents (Metro.).*

Decentralization of population has gone on at an accelerated pace. From 1930 to 1940, over 130,000 people moved to the suburbs. Most of the families, as this rent map shows, are those who can afford to escape the undesirable features of the city.

(86) PICTURE. *Future Planning Areas.*

To house 3,600,000 people adequately, we will need 500,000 new dwelling units constructed during the next 25 years. Most of the units can be provided by private enterprise. Chicago can house within its city limits and at acceptable densities all the predicted population.

(87) PICTURE. *West Side Redevelopment Area.*

Numerous studies have been made showing proposed redevelopment plans for areas now blighted.

(88) PICTURE. *Elements of Good Design for Living.*

(89) PICTURE. *Jane Addams Housing Project.*

The Jane Addams public housing project replaced seriously blighted properties with homes of good character.

(90) PICTURE. *Jane Addams Playground.*

(91) PICTURE. *Ida B. Wells Housing Project.*

The Ida B. Wells public housing project is similar to that of Jane Addams in character. It is occupied chiefly by Negro families.

(92) PICTURE. *Chatham Park.*

Chatham Park, comprising 554 dwelling units, was constructed with private capital. Rents range from \$52.50 to \$87.50 per unit. Developments of this character are typical of some of the projects proposed for the redevelopment of now-blighted areas.

(93) PICTURE. *Vacant Land Map.*

Chicago has 18 square miles of vacant property suitable for new residential growth.

(94) PICTURE. *Typical Chicago Street.*

(95) PICTURE. *Street in Norwood Park.*

Only a few of the streets in Chicago vary from the rigid gridiron pattern. This view taken in Norwood Park, a part of Chicago, shows a more interesting layout, which un-

doubtedly has been a factor in retaining stability of the neighborhood.

- (96) PICTURE. *Suburban Competition.*

New neighborhoods in many of the suburban areas have followed a more modern design in site plan.

- (97) PICTURE. *Jeffery Manor—Resubdivision.*

Jeffery Manor presents a good example of how old subdivisions can be recast into more economic and attractive layouts.

- (98) PICTURE. *Springwells Park.*

Springwells Park, developed by the Ford Foundation in Dearborn, Michigan, is an excellent example of planning and building new neighborhoods in accordance with the best known residential standards. The first project comprised only 95 acres of a tract of 1,100 acres, all of which were included in a comprehensive plan.

- (99) PICTURE. *Springwells Park—Single-Family Homes.*

Single-family homes in Springwells Park are afforded protection from the hazards of through traffic by being located on short, cul-de-sac streets or on streets which do not attract outside traffic.

- (100) PICTURE. *Springwells Park—Group Houses.*

This view of rental dwellings shows the openness that has been provided for the group houses. All of the dwelling units face upon large landscaped courts.

- (101) PICTURE. *Springwells Park—Group Houses.*

Another view of the rental dwellings in Springwells Park.

- (102) PICTURE. *Springwells Park—Shopping Center.*

The shopping center provides for the neighborhood commercial needs and is designed as an integral part of the residential development.

- (103) PICTURE. *Springwells Park—Rear of Shops.*

The architecture of the shops is residential in character and pleasing in appearance from any of the nearby dwelling units.

- (104) PICTURE. *Community Area—Proposed.*

Chicago has a number of areas within its corporate limits where new neighborhoods such as Springwells Park might be developed. The Plan Commission has proposed the development of a community which might house 26,000 people and be located close to large centers of industrial employment. The following views show different parts of one of the neighborhoods within this model community wherein all of the standards of good subdivision design have been incorporated to create good neighborhood amenities.



COMMUNITY MODEL — 83RD AND CICERO

Photograph of a portion of a model illustrating modern neighborhood design. Center of the neighborhood is the elementary school (lower center), combined with a six to eight acre playground.

Heavily-travelled streets form the boundaries of such a neighborhood. The interior streets are for local traffic only, assuring greater safety to motorists and pedestrians alike. Areas of apartments (at top), group houses (right and upper left), and single-family houses (lower left and center) are served by local streets which are designed in proper relation to the traffic burden they are expected to carry. Right-of-way and pavement widths are greater in sections where population density is high. Proportionate reductions are made in the degree of street improvement for predominantly single-family areas.

- (105) PICTURE. *Community Area Model—Business Center.*

- (106) PICTURE. *Community Area Model—Business Center.*

- (107) PICTURE. *Community Area Model—Apartments.*

- (108) PICTURE. *Community Area Model—Churches.*

- (109) PICTURE. *Community Area Model—School and Playground.*

In this brief and sketchy review, an effort has been made to present some of the problems confronting our cities and to offer suggestions concerning some of the actions that must be taken in order that our cities may become better places in which to live and work. All cities should have master plans, which will act as guides for new growth and development from day to day, so that the future city will be more orderly and therefore more economical to operate and maintain. It is particularly important at this time to plan wisely, in order that we can make the most of the peace that is being won at so great a sacrifice.

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1943
PROCEEDINGS

Institute of Traffic Engineers

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